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1.45 p.m. to 2.15 p.m. Every 10 minutes.
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BY

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TELEGRAMS.

[THROUGH AMSTERDAM'S AGENCY.]

HONGKONG UNIVERSITY PROSPECTS.

LONDON, May 19th.

At a banquet given by the Royal Colonial Institute Sir Frederick Lugard said the possibilities for Hongkong University were very great and he believed it would secure the predominance of the English language throughout the Far East.

A MEDICAL APPOINTMENT.

LONDON, May 19th.

Sir David Bruce has been specially promoted Surgeon-General for his services in the cause of science.

SHAMEN MUNICIPAL COUNCIL.

Following are minutes of a Committee meeting held on the 16th May. Present: Messrs. T. E. Griffith, O. V. Lanning, R. C. Martin and the Secretary. Mr. F. R. J. Adams, the Council's Engineer, also attended.

SHAMEN WATER SCHEME.

The Chairman stated that the meeting had been called to consider the tenders for the water tank and tower and other steel work.

Mr. Adams then placed before the Council designs and tenders from the following firms:—

Messrs. Arnold, Karberg & Co.
Arndt & Co.
W. S. Bailey & Co., Ltd.
Carlowitz & Co.
Dodwell & Co., Ltd.
Jardine, Matheson & Co., Ltd.
J. Pollock, Sons & Co., Ltd.
Siemssen & Co.
Shewan, Tomes & Co.
Taikoo Dock Co.

After carefully considering the various designs submitted, the Council accepted that of Messrs. J. Pollock, Sons & Co., Ltd., as being the cheapest and most suitable design.

The question of circulating the tenders among the firms tendering was raised, to which the Chairman replied that he was not in favour of circulating them. Any firm which had tendered could see them at the office of the Engineer.

Referring to the question of the position of the jetty, the Chairman said he had inspected the different sites proposed, and in his opinion, and that of the Harbour Authorities, the best site for the jetty was that originally advised by the Engineers, viz., a few feet East of the Consul's steps.

The Chairman then stated that the Harbour Authorities, before giving definite permission for the erection of the jetty, required a plan showing the overall dimensions. The Engineers had, therefore, prepared three designs, which were now placed before the meeting for the Council's consideration.

After a general discussion Mr. Adams proposed and Mr. Lanning seconded that design B be accepted.

The Engineers were thereupon instructed to prepare plans of same for submission to the Harbour Authorities and after receiving their permission for erection to call for tenders for the supply of the necessary steelwork.

This is the last tender necessary to complete the whole water works scheme, and it is expected that the entire construction would be completed and water supply available by January, 1913.

LOCAL SPORT.

LAWN BOWLS.

KOWLOON F. POLICE.

This league match resulted in a win for the Police by ten points. Throughout the greater part of the game the substantial lead held by Russell's rink looked as if it would secure victory for the home team, the more so as the other opposing rinks were keeping very even. However, Henderson's rink and Edwards' rink fell away at the concluding ends, and a keenly contested match ended in a victory for the visitors. Scores:—

KOWLOON		POLICE	
A. Milroy	W. Gerrard	L. Guy	W. Spillet
S. Gray	K. McLennan	G. R. Edwards	D. McHardy
(skip)	(skip)	(skip)	(skip)
R. Hunter	J. Grant	J. Allen	D. Gourlay
G. Haxton	W. Withers	J. M. Henderson	W. Pitt
(skip)	(skip)	(skip)	(skip)
W. Taylor	W. Stuart	R. Hall	R. Fenton
A. Ramsay	W. Cameron	W. Russell	(skip)
(skip)	(skip)	(skip)	(skip)

CIVIL SERVICE F. TAIKOO.

In this League match victory also went to the visitors, Taikoo winning by 21 points.

LEAGUE TABLE.	
Police	2 2 0 0 4
Taikoo	2 2 0 0 4
Kowloon	2 0 2 0 0
C. Service	2 0 2 0 0

BILLIARDS.

In continuation of the first heat of the Billiard Competition in the Seamen's Institute one game only was played on Friday night, the competitors being Sergt. H. Downs, A.P.C., and Mr. E. Moor, H.M.S. Tamar. Moor had the best of the game all the way, and won by 65 points.

RANDOM REFLECTIONS.

We have got more than half-way through the month of May and have already experienced a fair share of summer heat, much greater than most of us expected. The summer certainly has not been so kindly as it was last year; but, after all, we have to reckon on high temperatures and moist atmospheres as our portion while living in this part of the world.

And so the "Great Raymond" has lost the action which he defended last week, and the claim by Lieut. Law for the £100 promised by Raymond to any one who liberated himself from a pair of handcuffs without assistance has been upheld by the Puisse Judge. There seems to be little doubt that the handcuffs were not properly doctored, as Raymond thought they were, but all the same the entertainer himself was responsible for this and it is only right that he should accept the consequence of his carelessness. It must be said in his favour that he is a good sport, or he would have taken advantage of the invalidity of the so-called contract in the eyes of the law. As it is, he has paid up \$500 and costs like a man.

Most people were surprised to see the black signals hoisted on Wednesday. The middle of May is early indeed for a typhoon warning (and one which showed the storm was fairly near, too,) and it may be regarded as a record. Fortunately the storm did not strike the Colony, though had it struck the land somewhere near us it might have cleared the atmosphere for us a little and broken the spell of unwelcome heat. It was remarkable that there was less excitement among the small craft on Wednesday with the black signals showing than has been seen when the red signals went up in former days. It may be that as the wind was blowing from the west the boat people anticipated that they could have a free run before the wind to shelter if the conditions worsened, a confidence which was justified by results, and a course of conduct which happily interfered little with the work on the harbour.

"O, vad some poo'er the giftie gie us
Tae see ourselves as others see us."

The Hongkong Supreme Court had this experience on Tuesday, when a Shanghai barrister, Mr. Drummond, pointed out the great loss of time occasioned in the Court and the protraction of litigation by a shorthand writer not being employed to take the notes of the proceedings. Some years ago the Court employed a shorthand writer occasionally, and the facilities thus created seemed to be appreciated by Bench and Bar, until the Chief Justice, Sir Francis Pigott, gave a decision in a certain case some six years ago in which he held that the shorthand notes of evidence could not be accepted. On the face of it, it does seem remarkable that Hongkong cannot bring itself up to date in such a matter with the Courts at Home, where shorthand writers have become a necessary equipment. As Mr. Drummond pointed out, it is false economy not to have a shorthand writer, as his salary would be saved over and over by the more ready disposal of cases.

I don't suppose it will occasion much surprise to learn that the Chinese community in Hongkong have prepared a numerous petition with a view to the mitigation of the motor nuisance—perhaps I should say danger—in the streets of the Colony. Our narrow and congested streets are not suitable for this form of traffic, and the regulations which exist for the control of these vehicles should be made more stringent so as to deal with the type of people who indulge in "joy rides." I noticed the other day that a proposal to introduce a motor car service on the Bund in Canton was negative by the authorities, who were paternal enough to consider the ignorant peasants from the country who might not have sufficient "savvy" to get out of the way of an approaching motor. Still, it seems to me, that is an education which the Chinese people, of town and country, must have very soon. It will be remembered that when the tram cars were introduced in Hongkong quite a number of people had to be knocked down before they realised that it was advantageous to get out of the way of an approaching car. Now they know, when they hear the alarm of the bell, to step out quick and lively.

It will be agreed that the Legislative Council did well on Thursday in passing the Ordinance to control advertising. The disfigurement of our public buildings has become rather frequent of late, and if this be stopped by getting at the men responsible for the issue of the bills we may be saved from much that is at present an eyesore.

This afternoon the members of the Chamber of Commerce are required to elect one of their number to represent them on the Legislative Council during the absence on leave of the Hon. Mr. Hewitt. There does not seem to be a great deal of interest felt in this election. Mr. Murray Stewart is regarded as the man for the position, and though I have heard a desire expressed that the Chamber of Commerce should be represented by a merchant, I fancy Mr. Murray Stewart will have no rival in the field. I have heard the names of Mr. Medhurst and Mr. Andrew Forbes mentioned, but both are contemplating a trip home this year and their nomination is, therefore, out of the question.

RODERICK RANDOLPH.

COMPANY MEETING.

PEAK TRAMWAY CO., LTD.

The ordinary annual meeting of the Peak Tramway Co., Ltd., was held at the Hongkong Hotel on Saturday morning. Mr. H. Humphreys presided. There were present:—Hon. Sir Paul Chater, Hon. Mr. C. H. Ross, Messrs. J. Scott, Harston, C. S. Gubbay and Dr. J. W. Noble (directors), J. Wright, Dr. Clark, J. M. Wong, and the secretary (Mr. G. Rupp).

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—The report and statement of accounts having been in your hands for the past seven days, I will, with your permission, take them as read. I propose also to take as read the auditor's report. During the year under review, thirteen extra cars have been added to the company's time table. We compute the addition to the running expenses caused by these cars at \$2,000 per annum. Wages and costs and stores are the principal items affected by the change, but charges and maintenance and repairs are also affected. As a set-off against the foregoing, traffic receipts show an advance of \$1,158.63, and maintenance and repairs (which were abnormally heavy the previous year, owing to new machinery being required in the engine house) a reduction of \$4,570.56. The item "unclaimed dividends," although it appears as such for the first time, formerly figured under the heading of sundry creditors. The extra cars between 3.45 p.m. and 11.30 p.m., whilst meeting a popular demand and establishing an uninterrupted service during those hours, have added a good deal to the running expenses. So far, these cars, which afford an excellent opportunity to residents on the lower levels of taking a trip to the Peak for a breath of fresh air during the hot summer months, have not been very well supported. I have no further remarks to add, but I shall be pleased to answer any questions. There being no questions,

The CHAIRMAN moved the adoption of the report and accounts. The motion was seconded by Mr. WRIGHT, and carried unanimously.

Hon. Sir Paul Chater, Hon. Mr. C. H. Ross, Dr. J. W. Noble, Mr. J. Scott, Harston and Mr. C. S. Gubbay were, on the motion of the CHAIRMAN, seconded by Mr. WRIGHT, re-elected directors.

On the motion of Mr. WONG, seconded by Mr. CLARK, Messrs. W. Hutton Potts and A. R. Lowe were re-elected auditors. The CHAIRMAN—That is all the business, gentlemen.—I thank you for your attendance. Dividend warrants are ready and may be had on application at the office.

VARIETY ENTERTAINMENT AT THE PEAK.

FINAL APPEARANCE OF MRS. GORDON.

The concert held at the Palace Theatre, Mt. Austin, on Saturday night, was more than usually noteworthy, as it was the last entertainment to which Mrs. Gordon will lend her services in Hongkong. The function, being as it was in aid of military charities, attracted a more than usually large audience, and the programme was well chosen and admirably carried out. The first part comprised a number of solos and variety turns. The mental telepathy act, by Little Rupert, was very clever, and kept the audience in fits of laughter. The appearance on the stage of Lieut. Law and another officer, however, had the effect of making the audience forget the first turn, and remember only the circumstances connected with Lieut. Law's adventure on the stage of the Theatre Royal. When he and his brother officer proceeded to play a burlesque on the now famous handcuff trick, the audience became convulsed with merriment. Mr. Worcester made a decided hit with a humorous recitation in which the experiences of a provincial mayor are described. His Excellency Mr. Claud Severn was in fine voice, and gave an artistic rendering of "Queen of the Night." Mr. Severn came out in a new rôle when Mrs. Gordon appeared, as His Excellency assisted her with an imitation banjo accompaniment to her encore song. When Mrs. Gordon made her appearance the audience made an enthusiastic demonstration, which was repeated when she came to the end of "Ora Pro Nobis," her first song. As an encore number she sang "Swanee River," the chorus of which was taken up by the audience, who afterwards sang "Auld Lang Syne." At the conclusion of her performance Mrs. Gordon was presented with a magnificent bouquet. Herr Timmerscheidt played two violin solos with very fine expression, and his tone was clear and sweet. The first part was concluded with an amusing turn by Mrs. Walker and "The Whitebait." The second part was devoted entirely to a comedietta entitled "The Conversion of Nat Burger." The characters were admirably sustained and the performance met with the spontaneous approbation of the audience. The cast was as follows:—Bishop: Minterweir, Capt. R. E. Boulton; Nat Burger, burglar, Capt. G. H. Addison; Raddles, his assistant, Mr. A. U. Collis Browne; Julia, the Bishop's daughter, Mrs. Addison.

THE HANDCUFF CASE.

JUDGMENT AGAINST RAYMOND.

The case which has aroused so much interest during last week, that in which the "Great Raymond" figured as defendant, was brought to a close on Saturday morning when the Puisse Judge (Mr. H. H. J. Gompertz) delivered judgment in presence of a large gathering, which included many ladies and many military officers.

His Lordship said—This is a claim by the plaintiff for \$1,000, money undertaken to be paid by the defendant on the performance of a certain act. Roughly, the outline of the case is as follows:—On the 4th May the defendant was giving an entertainment at the Theatre Royal. He requested the plaintiff, who was one of the audience, to allow defendant to handcuff him, making an offer of £100 if he succeeded in freeing himself under certain conditions. The plaintiff did free one hand and would have succeeded in freeing the other had defendant not interfered with him. The plaintiff not having paid the reward, this action is now brought to recover it. But the defendant's answer to the claim is that the offer was made subject to three conditions:—(1) That the cuffs should be properly locked; (2) that there should be no outside assistance; (3) that it should be done in the presence of the audience. The defendant did not, I think, lay any real stress upon the non-observance of the third condition, and the point was definitely abandoned before the end of the case. I will begin with the first condition that the cuffs should be properly locked. The defendant is quite certain that he used these words in his challenge to the audience before ever the cuffs were put on. This is supported by three of his witnesses and by the sailor Sweeney who gave evidence for the plaintiff. Two more witnesses were quite sure that these words were used immediately after the cuffs were on. The plaintiff himself and Capt. Warden thought no such words were used: they never heard them. Three of the plaintiff's witnesses swore most positively that the words properly locked or words of any similar effect were never used at all. I do not know what the finding of a jury would be on this matter. But I personally do not intend to decide it, because, having regard to the construction I put upon the words of the contract, I think it unnecessary to do so. I will assume that the words properly locked or properly fastened were in fact actually used in the defendant's challenge. What does the defendant then protest to do? He picks a pair of handcuffs which are his own property—I am not for a moment suggesting that there was anything unfair or underhand in this—and he persuades one of the audience to let him put them on him. To my mind the invitation given by the defendant might be expressed as follows:—If you will let me put on you a pair of handcuffs, locked or fastened as I shall fasten them, I will give you £100 if you free yourself without assistance and in view of the audience. In short, the words "used conveyed not a condition intended to be imposed upon the plaintiff, but a promise or statement of what the entertainer would do if a subject came forward. It might be put as follows:—I ask one of the audience to offer himself; then I will lock the handcuffs on him, and, if he frees himself without assistance and in the presence of the audience, I will pay him £100. Then, after the defendant repeated the words after he had put the cuffs on the plaintiff? He does not himself say that he did. I am inclined to think that the witnesses who spoke in the affirmative may have confused this utterance of the defendant's with the speech he made to the audience after the plaintiff had got free. In any case such a condition, if it was intended to add one at that time, could have no legal effect. Once the offer had been accepted by the plaintiff and the cuffs put on him, it was no longer competent for the defendant to modify the terms of the contract. Indeed, the words, if they were actually repeated after the cuffs were on, would seem to be meaningless and to be mere patter or repetition. I have now given what I take to be the true legal effect of the defendant's offer. I think it is also an ordinary common-sense interpretation, and that it was so understood by the plaintiff. If the defendant had said:—I have here some handcuffs of my own; I am not sure if they are in order or not; you must take your chance; nor do I know whether they will lock properly; let me put them on, and if they are in order and you can satisfy me that they have been properly locked, then will I pay you £100 if you can release yourself—I do not think that an entertainer would find an offer of this sort meet with a cordial reception from his audience. If my interpretation of the contract is correct, it is unnecessary for me to attempt to decide whether these cuffs were really properly locked or not. The plaintiff clearly thought that they were, and so did the defendant when he put them on. Some, at any rate, of the audience thought so too. The sailor, Sweeney, says:—"I saw the plaintiff with the key between the

longer finger of each hand. He was working it round. Then the cuff flew open." The plaintiff himself describes with obvious good faith how he gave the key a turn with the tips of his fingers and then the left cuff opened. I can readily believe that when these cuffs issued from the factory with a pull of 34lbs. on the key, it might be impossible for any man to get them open. But it was admitted that they were not in good condition, and that the keys produced in Court were not of standard pattern. If the springs had weakened so as to lighten the pull, and the key was a long one, I suppose it is not absolutely impossible that a man with long and supple fingers might succeed in turning it to some extent. Mr. Ricketts, who gave evidence for the defence and has himself made a hobby of handcuff acts, stated that he would not have thought it possible for any one to put the key in the lock with the cuffs on him. Yet the plaintiff did this not only on the stage, but again with a shorter key in the witness box before me. I will not pursue further a question I do not intend to decide, for, in my view, when the defendant put the cuffs on plaintiff and turned away, this amounted to a representation that the cuffs were properly on and the plaintiff could go ahead and free himself if he could. I come next to the question of external assistance. The case for the defence was that some person on the stage—obviously Capt. Warden—did something with the key after the plaintiff had been handcuffed and given the key. It is of course an elementary rule of practice that a point of this sort should be put clearly to the witnesses on the other side, in cross-examination. But this was never done and not a single question was put to the plaintiff or Capt. Warden or indeed to any of the plaintiff's witnesses on this point. I imagined therefore that the point had been abandoned. The evidence of Mr. Webb, who was called for the defence, was very clear and reliable. He says:—"Some one handled the key. That is he." (Points to Captain Warden.) "I think the defendant had the key while the cuffs were being put on. When the cuffs were on, he gave it to the plaintiff. Then the plaintiff walked to the side of the stage to Warden. I believe Warden took the key from Law. I thought in fun. He (defendant) said 'without assistance.' Then Warden gave the key into plaintiff's fingers without touching the cuffs." I have reproduced Mr. Webb's evidence on this point at length, because he was actually on the stage himself, and because as I say he gave his evidence extremely well. I come next to another very good witness, Mrs. Outebridge. She said:—"After the cuffs were on, the challenge was repeated. Raymond threw the key over the cuffs, then one of the committee took the key, and it looked as though he put it into the hands of the gentleman who was handcuffed, Raymond laughed and said 'Without any outside assistance.' The defendant's own evidence is as follows:—"One of his friends, I believe the Captain, either put or attempted to put the key into the keyhole. Don't know if he succeeded; I thought that he did. I then said 'Without any assistance whatever.' He laughed and came to the centre of the stage. He had then hold of the key by the string. I think the key was then out of the lock. I repeated 'without any assistance whatever.' Now Capt. Warden, when re-called, stated that he had never handled the key after it had been given to the plaintiff; and again he was not cross-examined. It seems to me that the defence is in a dilemma. It is possible that it may have escaped Capt. Warden's memory that he did touch the key with his fingers. We are all of us liable to lapses of memory which at the time they occur to us seem unimportant. But I cannot for a moment accept the suggestion that if he had in fact so handled the key as in any way to assist the plaintiff he could possibly have forgotten it. That is not the sort of matter that can escape the memory of an honourable man. The suggestion that he put the key into the lock is the most serious suggestion, not supported by any direct evidence. It is inferentially contradicted, not only by Capt. Warden himself. This being so, I find upon the evidence that the plaintiff received no assistance of any kind. There is one more point, however. The defendant's solicitor invited me to express an opinion as to his client's motive in seizing the plaintiff's hands. I will willingly do so. I fully accept the defendant's statement that he thought, when he turned round again, that the cuff was not properly on, and that his only desire was to have the cuff properly locked. The plaintiff must have judgment with costs. I should think it very probable that the plaintiff, having now vindicated his cause, may be content to recover his costs of the action and not further press the claim. But that, of course, is a mere suggestion of my own and does not bind the plaintiff in any way.

We understand that Mr. Raymond subsequently settled the matter by a payment of \$500 and costs of the action. It is understood that part of this sum will be given to some local charity.

THE GREAT RAYMOND.

The Great Raymond concluded his season at the Kau-U-Pong Theatre. On Saturday, Dr. Sun Yat Sen, the first Provisional President of the Chinese Republic, and his family were among the audience. Mr. Raymond publicly made an offer of £200 to Lieut. Law or anyone else who would free himself from the same pair of handcuffs in the same manner as described by Mr. Law in his evidence at the Supreme Court, the condition being that the handcuffs are properly locked. No one, however, accepted the challenge. Mr. Raymond and his company leave for Shanghai to-morrow by the Mongolia.

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THE QUESTION OF BULKHEADS.

ADVANTAGES OF SUB-DIVISION

(BY A CORRESPONDENT OF "THE TIMES.")

Now that shipowners are likely more than ever before to consider every possible means whereby loss of life at sea might be avoided, the question of longitudinal bulkheads is certain to be again discussed. I believe it to be the fact that, though the *Titanic* was fitted with transverse bulkheads, there were few, if any, bulkheads parallel to the sides of the ship. Such sub-division is common in the Navy, where the engine-rooms are intended to be protected against projectiles, though it is believed that very few merchant vessels are so fitted. The *Mauretania* and *Lusitania* have both transverse and longitudinal bulkheads; but that, no doubt, is because the Government, having the power to use these vessels in time of war as cruisers, demanded such additional protection. The highest opinion is that in theory vessels with such sub-divisions are extremely well provided against the risk of collision. Thus Sir William White, in his manual of Naval Architecture, writes of their function as follows:—"An illustration of the usefulness of the wing-passageway bulkhead against ramming or collision was afforded in the accidental collision of the *Minotaur* and *Bellerophon*; the outer skin of the *Bellerophon* was broken, and the armour driven in, but the ship remained on service for some time before the repairs were completed. Again, when the *Hercules* and *Northumberland* came into collision, a very similar advantage resulted from the existence of the wing-passageway in the latter ship. In the case of the *Vanguard*, although the vessel was lost, the existence of the inner skin was an immense advantage to the ship, keeping her afloat for 70 minutes after the collision, whereas, had there been no inner skin, the vessel must have sunk in a very few minutes."

One or two factors must, however, be taken into account. The watertight compartments skirting the sides of the ship are used as bunkers, and when a modern vessel is steaming fast there are stokers in every bunker; these men, for their own protection, are in the habit of leaving the watertight doors on the floor of the compartments ajar or open. This is a disadvantage that has to be met and overcome, for in order to secure the full efficiency of the system it is essential that the doors should be closed on the first sign of danger. Also, in the event of the side watertight compartments being filled, the ship naturally lists, and though it may be easier to lower boats from that side of the vessel, it might be impossible to do so from the other. The whole question is a highly technical one and does not permit of dogmatic assertion; but in view of the belief of high authorities that sub-divisions of watertight compartments do tend to diminish the risks of disaster, the builders of liners, intended almost solely for passenger service, will no doubt give the subject very careful reconsideration.

CHINESE ENGINEERING COMPANY'S DIFFICULTIES.

AGREEMENT ARRANGED.

A circular has been issued to the shareholders of the Chinese Engineering and Mining Company stating that the negotiations which have been carried on for some time past with a view to terminating the political and other difficulties relative to the affairs of this Company in China have resulted in certain arrangements which are about to be completed, and which have received the approval of the British and Chinese Governments.

The directors expect shortly to be able to call an extraordinary general meeting to obtain the assent of shareholders to the arrangements in question, which will involve the reconstruction of the company and the question of the distribution of the balance of net profits. In these circumstances, the directors do not consider it advisable to pay an interim dividend as usual on May 1. They consider that the successful conclusion of the negotiations justifies the temporary sacrifice of profits caused by the reduction of prices of coal which has been made for some time past in order to meet the competition which, under the arrangements referred to above, will now be terminated.

The company was registered in 1900 to acquire the undertaking of a Chinese concern, established in 1878, the principal assets of which consisted of three collieries on the Kaiping coalfield, a line of six steamers, wharves, land and offices in various Chinese ports, and the harbour of Ching Wan Tao, in the Gulf of Pechili, at which extensive works have been constructed. The authorized capital is £1,000,000 in shares of £1 each, all of which has been paid up. There are also outstanding £400,000 of 6 per cent. debentures and 6 per cent. second mortgage debentures for £50,000. From 1900-7 to 1909-10 a dividend of 15 per cent. was paid on the shares, and for 1910-11 10 per cent. was distributed.

It may be recalled that at the meeting held in October last the chairman said that the directors, in response to overtures for amalgamation from the Lanchow Mining Company, had expressed their willingness to consider any definite and authoritative proposal on terms which would do justice to the company's interests and which would ensure the efficient management of any company which might be formed for the purpose of effecting an amalgamation.—*The Times*.

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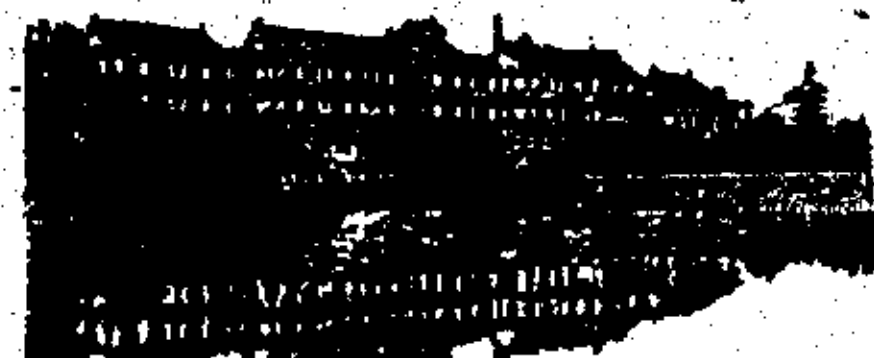
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NOTICE TO CONSIGNEES.

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FROM SAN FRANCISCO, HONOLULU
AND JAPAN PORTS.

THE above-named Steamer having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for Counter-
signature, and to take immediate delivery of
Cargo from alongside.

Cargo remaining undelivered on FRIDAY,
the 17th inst., at 5 P.M., will be landed at Con-
signees' risk and expense and delivery must then
be taken from Company's Godown.

No Fire Insurance whatever will be effected.
No Claims will be recognized after the Goods
have left the Steamer or Godown, and all Goods
remaining undelivered on THURSDAY, the 23rd
inst., afterwards, will be subject to rent and
loading charges.

All chafed and otherwise damaged Cargo to be
left on board or Godown, and examination of
same to be arranged.

All Claims must be filed on or before
THURSDAY, the 30th inst., otherwise they will
not be recognized.

S. MORIMOTO,
Agent.

Hongkong, 14th May, 1912.

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of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, and West
Point Godown, whence delivery may be
obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
BEFORE NOON TO-DAY requesting it to be
landed here.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 22nd inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd inst., at 9.30 A.M.

All Claims must reach us before the 29th
inst., or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDDEUTSCHER LLOYD,
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General Agents.

Hongkong, 15th May, 1912.

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THE P. & O. S. N. Co.'s Steamer

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delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless
intimations are given to the contrary within
5 hours.

Goods not cleared by the 22nd inst., at 4 P.M.,
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No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees,
and the Company's surveyors, Messrs. GARDNER
and DOUGLAS, at 10 A.M. on MONDAY
and THURSDAYS. All Claims must be presented
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PORT SAID, on 1st June.
These steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste, Venice \$43, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.
ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 8th May, 1912.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG COLOMBO, SUZ and PORT SAID	MIYASAKI MARU Capt. T. Mura	9,000	WEDD. 22nd May, at Daylight.
	KITANO MARU Capt. F. E. Cope	9,000	WEDD. 5th June, at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 21st May, at 4 P.M.
	KAMAKURA MARU Capt. K. Asakawa	7,000	TUESDAY, 4th June, at 4 P.M.
SEATTLE	YOKOHAMA MARU Capt. N. Noda	7,000	About 1st June, from KOBE.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	HIRANO MARU Capt. H. Fraser	7,000	WEDD. 22nd May, at 11 A.M.
KOBE and YOKOHAMA	KUMANO MARU Capt. M. Vinciler	6,000	WEDD. 5th June, at Noon.
NAGASAKI, KOBE and YOKOHAMA	MIKE MARU Capt. —	4,000	MONDAY, 20th May.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. —	5,000	WEDD. 22nd May.

NEW LINE OF STEAMERS
BETWEEN
KOBE & CALCUTTA.REGULAR FORTNIGHTLY SERVICE
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,
PENANG AND RANGOON.

1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	FROM HONGKONG
MIYASAKI MARU	9,000	T. Mura	May 22nd.
KITANO	9,000	F. E. Cope	June 5th.
IYO	7,000	K. Takeda	June 19th.

FOR SEATTLE.

INABA MARU	7,000	S. Tomimaga	May 21st.
KAMAKURA	7,000	K. Soeda	June 4th.
TAMBA	7,000	S. Wada	June 18th.

REDUCED SUMMER RATES
BETWEEN
HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.				
SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.				
	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
(12-13-4)-656JAVA-CHINA-JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOEK	JAPAN	First half of May	JAVA	Second half of May
TJIPANAS...	JAVA	First half of May	JAPAN	Second half of May
TJIKINI...	JAVA	Second half of May	SHANGHAI	Second half of May
TJIMAH	SHANGHAI	Second half of May	JAVA	Second half of May
TJITAROEM	JAVA	First half of June	JAPAN	First half of June
TJIBODAS...	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	Second half of June
TJILATJAP.	JAVA	Second half of June	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indi Ports
on through Bills of Lading.
For Particulars of Freight and Passage, apply to theYork Buildings, 1st Floor.
Hongkong, 8th May, 1912.JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BUELOW," Capt. H. Fournes	16,900	Wednesday, 29th May, at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. Frosch	17,000	About Thursday, 30th May.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. Lenz	6,000	About Tuesday, 28th May.

All the Steamers of the European Line are fitted with Wireless Telegraphy.
New System of Teletypen.
For Further Particulars, apply toNORDDEUTSCHER LLOYD,
MELOHRS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 18th May, 1912.SAN FRANCISCO TOYO KISEN KAISHA
TRANS-PACIFICWESTERN PACIFIC
DENVER AND RIO GRANDE
TRANS-CONTINENTAL
TOYO KISEN KAISHA.

ew Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU... 21,000 tons.
S.S. CHIYO MARU... 21,000 tons.
S.S. SHINYO MARU... 21,000 tons.
AND
S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE)
HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.
WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers.
Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Father River Canyon and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York (Transatlantic Steamers)
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG.THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.Head Office for the Far East—16, DES VEUZ ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES exchanged.
CRISP OFFICE—LUDGATE CIRCUS LONDON, E.C.

LATEST STEAMER MOVEMENTS.

The C.P.S. str. *Monteagle* arrived at Yokohama on the 17th May, at 2.30 p.m., and left again at 8 p.m. same day for Kobe, where she was due to arrive on the 18th May, at 10 p.m.

The American & Oriental Line str. *Afghan* arrived from New York, having left Colombo on the 13th May, is expected here on or about the 27th May.

The T.K.K. str. *Hongkong Maru*, with mail from Chile, Peru, Mexico, Honolulu and Japan, is expected to arrive at this port on the 20th May, a.m.

The P. & O. str. *Delta* left Singapore for this port on the 18th May, at 4.30 p.m., with the outward English mails, and is due here on the 23rd May, at about 6 a.m.

The I.G.M. str. *Goeben*, which left Hongkong on the 16th May, at 1 p.m., arrived at Shanghai on the 19th May, at 10 a.m.

PASSED THE CANAL.

April 8th—*Aki Maru*, *Ambrisa*, *Bayern*, *Dumbca*, *Glensky*, *Hylon*, *Pereus*, *Seneca*, *Spezia*, *Syria*, *India*. 12th April—*Berwick*, *Bulow*, *Ernest Simons*, *Meinam*, *Yorck*, *Africa*. 18th—*Iyo Maru*, *Annam*, *Atrous*, *Prometheus*, *Badenia*, *Zena*. 19th—*Benlarig*, *Dendighiro*, *Benison*, *Nore*, *Pera*, *Tourane*. 23rd—*Benloce*, *Benlomond*, *Dardanus*, *Glamorganshire*, *Jaisn*, *Pak Ling*, *Patricia*, *Pelcus*, *Preussen*, *Vladimir*. 28th—*Goeben*, *Jacarta*, *Mishima Maru*, *Pera*, *Prinzess Alice*, *Afghan*, *Prince*, *Buavia*. 30th—*Bloemfontein*, *Brigitte*, *Hirano Maru*, *Tenkai*, *Alenia*, *Yelous*. 3rd—*Ajaz*, *Australien*, *Monmouthshire*, *Nubia*, *Simla*, *Tranquebar*. 7th—*Benloch*, *Derfflinger*, *Glensky*, *Indrasmita*, *Segovia*, *Telemachus*, *Aradica*. 10th—*Belgravia*, *Dumbca*, *Kaga Maru*, *Lutrow*, *Peiho*, *Tango Maru*, *Thesus*, *Africa*, *Indravelli*. 14th—*Glenroy*, *Sambica*. 17th—*Aleimous*, *Austria*, *Idomeneus*, *Polynezie*, *Silesia*, *Sumatra*, *Den of Glamie*, *Kalomo*.

ARRIVALS AT HOME.

May 17th—*Kaga Maru*, *Peiho*, *Tranquebar*.

BANK LINE LTD.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (O.),
VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (OR.).
OCEANO.....15th June	OCEANO.....27th June

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient in tonnage.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE LIMITED.
Telephone No. 780. KING'S BUILDING, PRINCE CENTRAL.

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MADRITUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

S.S. DUNERIC" ... 3,000 tons ... End of May, 1912

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:

25th May.

FROM COLOMBO:

10th June.

For Rates and Further Information, apply to—

THE BANK LINE LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE LIMITED,
MANAGING AGENTS.

[4243-44]

SHIPPING

ARRIVALS.
YAKOMO MARU, Japanese str., 2,436, Yushima, 18th May—Mojito 12th May, Coal—Mitsui Bussan Kaisha.
BOHEMIA, Austrian str., 2,305, G. Bartole, 10th May—Shanghai 16th May, General—Sander, Weller & Co.
CHILDAN, British str., 18th May—Canton, Haiching, 18th May—1,263, W. C. Passmore, 19th May—Swatow 18th May, General—Douglas, Lapraik & Co.
HASOI, French str., 1,200, G. Dohier, 19th May—Pakhoi 17th May, General—A. R. Marty.
HIROKUMI MARU, Japanese str., 2,476, Yushima, 18th May—Mojito 12th May, Coal—Mitsui Bussan Kaisha.
ITOLA, British str., 3,402, W. W. Tucker, 18th May—Saigon 3rd May, General—Jardine, Matheson & Co.
JOHANNES, German str., 854, H. Inland, 18th May—Haiphong 18th May, Rice and General—Johson & Co.
KAKUO MARU, Japanese str., 1,200, Y. Yamamoto, 18th May—Swatow 17th May, General—Order.
KWONG ENO, German str., 1,050, E. Kimmert, 17th May—Bangkok 11th May, Rice—Melchers & Co.
LIAN, British str., 18th May—Canton, SIKANG, French str., 615, E. de Catalano, 19th May—Haiphong 18th May, General—Messageries Maritimes.
SINGAN, British str., 1,047, F. Jamieson, 18th May—Haiphong 17th May, General—Butterfield & Swire.
TUPANAS, Dutch str., 244, J. P. Schollin, 18th May—Batavia 18th May, Sugar and General—Java-China-Japan Lijn.

DEPARTURES.

May 18th.
ARABIAN, German str., for Colombo.
BORNEO, German str., for Sandakan.
COLEMAN, German str., for Sydney.
DAUPHIN, Norwegian str., for Bangkok.
FOOKSANG, British str., for Shanghai.
KAIFUKU MARU, Jap. str., for Ocean L.
KEONGWAI, British str., for Bangkok.
MATPOO, British str., for New York.
PELEUS, British str., for Hankow.
YUENSANG, British str., for Manila.
YUSHUN, Chinese str., for Shanghai.
 May 19th.
CHUNSHAN, British str., for Hongkong.
DAIGI MARU, Japanese str., for Tamsui.
HUCHOW, British str., for Tientsin.
KEMUN, British str., for Shanghai.
KWANGSANG, British str., for Shanghai.
LIAN, British str., for Singapore.
MACHWEN, British str., for Wakamatsu.
RAHAR, German str., for Wakamatsu.
SHANTUNG, British str., for Wakamatsu.
YANGTSE, British str., for Singapore.

SHIPPING REPORT.

The British str. *Haiching* reported: Had moderate variable winds and overcast clear weather.

PASSENGERS.

ARRIVED.
 Per *Haiching*, from Swatow, Mr. A. Rodger, Mrs. Jackson, Mr. Munton, Mrs. Page and children and Dr. Disher.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The T. K. K. str. *Tenjo Maru* sailed from Yokohama on the 12th inst. for Hongkong and is expected to arrive at this port on the 25th inst.
 The P. M. str. *Persia* left San Francisco on the 4th May, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, Nagasaki and Shanghai, and is due to arrive at this port on the 1st June.
THE AUSTRALIAN MAIL.
 The I. G. M. str. *Prinz Sigismund* left Sydney on the 4th May, at 11 a.m., and may be expected here on or about the 27th May.
 The E. & A. str. *Empire* left Sydney on the 9th May, for this port (via Queensland Ports, Port Darwin and Manila).
 The E. & A. str. *Aldenhurst* left Sydney on the 11th May, for this port (via Queensland Ports, Port Darwin and Manila).

THE CANADIAN MAIL.
 The C. P. R. str. *Montezuma* left Vancouver, B.C. for Hongkong (via usual port of call) on the 2nd May, a.m.

THE FRENCH MAIL.
 The M. M. str. *Nere* is expected to arrive here on the 20th May, at 6 a.m., with the French mail of the 21st April, and mails from London of the 20th April, leaving most likely for Shanghai, Kobe and Yokohama on the same evening.

THE MERCHANTS STEAMERS.
 The T. K. K. str. *ongkong Maru* sailed from Yokohama on the 8th inst. for Hongkong and is expected to arrive at this port on the 21st May.

The "Ben" Line str. *Bendavia* from Middlesboro, Leith, and London left Singapore on the 17th May, for this port.

The "Ben" Line str. *Bendavia*, from Leith and London, left Singapore on the 6th May, for this port.

The "Mogul" Line str. *Lothian* left United Kingdom on the 13th ult. for Hongkong via the Straits.

The str. *Ceylon* left Suez on the 22nd April, and is expected to arrive here on or about the 20th May.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kumang, from Shimonoeki, is due in Hongkong 20th May.
Laiang, from Singapore, is due in Hongkong 20th May.
Lokang, from Chefoo, is due in Hongkong 21st May.
Choyang, from Shanghai, is due in Hongkong 20th May.

SHIRE LINE.
Monmouthshire, from London, is due in Hongkong 23rd June.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
 The str. *Muttra* is due here on the 28th from Japan, and leaves on the 29th for Rangoon via the Straits.

The str. *Indravelli* passed the Suez Canal on the 10th May, and is due here on or about 6th June.

The T. K. K. str. *Kiya Maru* sailed from Valparaiso, Chili, on the 8th inst. for Hongkong and is expected here on the 23rd July.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k", nearest Hongkong "h", midway between Hongkong and Kowloon "m", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Candy	JARDINE MATHESON & Co., Ltd.	To-day.	
LONDON, via USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 25th inst., at Noon.	
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	W. H. Hall	P. & O. S. N. Co.	About 29th inst.	
LONDON & ANTWERP	GLANESTRAE	Ger. str.	k. w.	Jas. McGillivray	SHEWAN TOMES & Co.	On 5th June.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Luening	HAMBURG-AMERICA LINE	On 28th inst.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	BAYERN	Ger. str.	k. w.	Brosmer	HAMBURG-AMERICA LINE	On 18th June.	
HAVRE, REEMEN & HAMBURG &c.	SCANDIA	Jap. str.	—	Knissel	HAMBURG-AMERICA LINE	On 5th June.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 22nd inst., at D'light.	
MARSEILLES, HAVRE & HAMBURG &c.	SICHONA	Ger. str.	—	Kotake	HAMBURG-AMERICA LINE	On 1st June.	
MARSEILLES, HAMBURG & ANTWERP, &c.	ANDALUSIA	Ger. str.	—	Metzenhain	HAMBURG-AMERICA LINE	On 13th June.	
MARSEILLES, HAVRE & HAMBURG &c.	LIBERIA	Jap. str.	k. w.	S. Tomlinson	HAMBURG-AMERICA LINE	On 27th June.	
VICTORIA, B.C. & SEATTLE VIA SINGAPORE, &c.	INABA MARU	Jap. str.	—	H. Fortnes	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.	
VICTORIA, B.C. & SEATTLE VIA SINGAPORE, &c.	MEXICO MARU	Jap. str.	—	H. Fortnes	OSAKA SHOSHUN KAISHA	On 28th inst., at 1 p.m.	
VICTORIA, B.C. & SEATTLE VIA SINGAPORE, &c.	CHICAGO MARU	Jap. str.	—	H. Fortnes	OSAKA SHOSHUN KAISHA	On 13th June, at 1 p.m.	
NAPLES, GENOA, ALGERIE, GIBRALTAR SOUTHAMPTON	BUELO	Ger. str.	—	H. Fortnes	MELBOURNE & Co.	On 29th inst., at Noon.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	E. F. FERDINAND	Aut. str.	—	H. Fortnes	SANDER, WELLS & Co.	About 25th inst.	
NEW YORK	MUNCASTER CASTLES	Brit. str.	—	H. Fortnes	DODWELL & Co., Ltd.	On 1st June, at 6 p.m.	
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	WALTON HALL	Brit. str.	2 m.	W. Davison	SHEWAN TOMES & Co.	On 22nd June, at 6 p.m.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGEL	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 27th June.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	—	W. Davison	CANADIAN PACIFIC R. Co.	To-morrow, at 1 p.m.	
VANCOUVER B.C., SEATTLE & PORTLAND, &c.	OCEANO	Am. str.	—	W. E. Pillemer	PACIFIC MAIL S.S. Co.	On 24th inst., at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	W. E. Pillemer	PACIFIC MAIL S.S. Co.	On 11th June, at 1 p.m.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	W. E. Pillemer	GIBB, LIVINGSTON & Co.	On 25th inst.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PRESA	Am. str.	—	W. E. Pillemer	GIBB, LIVINGSTON & Co.	On 7th June, at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	EASTERN	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-day, at Noon.	
AUSTRALIAN PORTS VIA MANILA	NIKRO MARU	Jap. str.	—	W. W. Tucker	JARDINE, MATHESON & Co., Ltd.	About 30th inst.	
YOKOHAMA & KOBE VIA SHANGHAI	IOLOA	Am. str.	—	Chinack	SANDER, WELLS & Co.	On 22nd inst., at 11 a.m.	
YOKOHAMA & KOBE VIA SHANGHAI	HIRANO MARU	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	LAISANG	Ger. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	About 28th inst.	
YOKOHAMA & KOBE VIA SHANGHAI	SHIGEMUND	Ger. str.	—	D. Lens	NIPPON YUSEN KAISHA	On 5th June, at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	KUWANO MARU	Jap. str.	—	M. Winckler	JAYA-CHINA-JAPAN LYN	Quick despatch	
YOKOHAMA & KOBE VIA SHANGHAI	TUPANAS	Dut. str.	—	J. B. v. Damme	OTO KINSEI KAISHA	On 7th June, at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	HONGKONG MARU	Jap. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHONGSHING	Brit. str.	1 m.	Foreyth	BUTTERFIELD & SWIRE	On 27th inst., at 4 p.m.	
YOKOHAMA & KOBE VIA SHANGHAI	KUANGHONG	Brit. str.	1 m.	Foreyth	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
YOKOHAMA & KOBE VIA SHANGHAI	MIKE MARU	Jap. str.	—	Kamoshita	NIPPON YUSEN KAISHA	To-day.	
YOKOHAMA & KOBE VIA SHANGHAI	CEYLON	Jap. str.	—	Benson	ARTHEUR NELSON & Co.	On 22nd inst.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	1 m.	E. P. Martin, R.N.R.	NIPPON YUSEN KAISHA	On 23rd inst., at 4 p.m.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	M. Courtney	NIPPON YUSEN KAISHA	About 23rd inst.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	On 26th inst., at D'light.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	F. Prosch	HAMBURG-AMERICA LINE	On 25th inst., at M'night.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	C. D. Goldsmith, R.N.R.	MELBOURNE & Co.	About 30th inst.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	H. Koops	P. & O. S. N. Co.	About 1st June.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	A. H. Stewart	JARDINE, MATHESON & Co., Ltd.	On 4th June, at D'light.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	W. C. Passmore	SANDER, WELLS & Co.	Quick despatch.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	J. S. Enoch	JAYA-CHINA-JAPAN LYN	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	J. W. Evans	OSAKA SHOSHUN KAISHA	On 29th inst., at 10 a.m.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	S. A. Crosby	OSAKA SHOSHUN KAISHA	On 22nd inst., at 11 a.m.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Pennafather	DOUGLAS LARPAIK & Co.	To-morrow, at 11 a.m.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	DOUGLAS LARPAIK & Co.	On 23rd inst., at 11 a.m.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	M. C. Smith	DOUGLAS LARPAIK & Co.	To-morrow, at 4 p.m.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 25th inst., at 2 p.m.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 4 p.m.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	M. C. Smith	SHEWAN TOMES & Co.	On 1st June, at 2 p.m.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 15th June.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	JAYA-CHINA-JAPAN LYN	Quick despatch.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 p.m.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 1 p.m.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	JARDINE, MATHESON & Co., Ltd.	On 22nd inst.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	BUTTERFIELD & SWIRE	To-morrow, at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
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YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap. str.	—	Lesack	MAGBINES MARTINEZ	On 22nd inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	CHINA MARU	Jap					

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin R.N.R.	About 23rd May.	Freight and Passage.
LONDON via USUAL PORTS OF CALIF.	PEVANIA Capt. W. R. Hickey	Noon, 25th May.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO Capt. W. H. S. Hall	About 29th May.	Freight and Passage.
SHANGHAI, MOJI, KOBE (SIMLA AND YOKOHAMA)	Capt. C. D. Goldsmith R.N.R.	About 30th May.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 18th May, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
TSINGTAI & NEWCHANG	"KIUKIANG"	On 20th May, 4 p.m.
MANILA, ILOILO and CEBU	"TAMING"	On 21st May, 4 p.m.
HAIPHONG	"SINGAN"	On 22nd May, 9 a.m.
SHANGHAI	"CHINHUA"	On 23rd May, 4 p.m.
SHANGHAI	"ANHUI"	On 25th May, 4 p.m.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 27th May, 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINEVA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$76.
BUTTERFIELD & SWIRE, AGENTS. [8]

For Freight or Passage apply to—
Hongkong, 16th May, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 31st May.	On 25th May.
EMPIRE	On 28th June.	On 22nd June.
ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

E.O.B.

SWATOW, AMOY AND FOCHOW

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 21st May, at 11 A.M.
"HAITAN"	Capt. J. S. Rouch	FRIDAY, 24th May, at 11 A.M.
"HAITANG"	Capt. J. W. Evans	TUESDAY, 28th May, at 11 A.M.

For SWATOW and RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. A. F. Stewart ... WED'DAY, 22nd May, at 11 A.M.
Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).
During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Fochow.

For Freight and Passage, apply to—
DOUGLAS, LAPEL & Co.,
GENERAL MANAGERS.
Hongkong, 20th May, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA	29th May.
S.S. SEGOVIA	6th June.
S.S. SILESIA	20th June.
S.S. FUERST BUELOW	27th June.

For Further Particulars, apply to—

HOMeward.

For ROTTERDAM, HAMBURG & ANTWERP:	S.S. ARCADIA	28th May.
For MARSEILLES, HAVRE & HAMBURG:	S.S. ETHONIA	1st June.
For HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	5th June.
For MARSEILLES, HAMBURG & ANTWERP:	S.S. ANDALUSIA	15th June.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BAYERN	18th June.
For MARSEILLES, HAVRE & HAMBURG:	S.S. LIBERIA	27th June.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 16th May, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	W. E. Finner	TUESDAY, 28th May, Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONOLULU, on TUESDAY, the 28th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 22nd May, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA.	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 p.m.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 p.m.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 p.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, HAL MOJI, KOBE, YOKKAICHI, AND YOKOHAMA.	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 p.m.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 p.m.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 p.m.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G. \$120.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Baggage and Parcel. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW via SWATOW and AMOY	"KAISO MARU"	WED'DAY, 22nd May, at Noon.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 28th May, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIRO,
MANAGER

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON, CANTON TO HONGKONG

MONDAY, 20th May, 1912.

8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."8 a.m. "HONAM."
5 p.m. "FATSHAN."

TUESDAY, 21st May, 1912.

8 a.m. "HONAM."
10 p.m. "FATSHAN."8 a.m. "HEUNGSHAN."
5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 26th May.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 4 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 583 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers on return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSenger SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DEVANHA ..	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA ..	7000	June 22	MOREA	11000	July 20	July 26
ASSAYE	7500	July 6	MARMORA ...	10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £26.14 RETURN.

2nd £48.8 £21.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due LONDON
	Tonnage	about
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26
SIMLA	6000	July 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE £22.10 RETURN.

2nd £33.10 £17.4

For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9,000	On 20th May

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

ARTHUR NILSSON & Co.,

YORK BUILDINGS, TOP FLOOR.

[40]

SILK RIBBONS AND COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

**PET. WILH. KROMMES,
ELBERFELD.**

General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.
Hongkong, 17th May, 1912. [48-11]



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AND

BELTS.

The requirements of the
MODERN CHINESE!

Samples from 3/- per doz. up to the most stylish and fashionable
designs may be seen at the Showrooms of

HUGO C. A. FROMM,
4, QUEEN'S BUILDINGS.

GENERAL AGENT FOR HONGKONG AND CHINA OF

**C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany).**
Hongkong, 17th May, 1912. [48-12]



OBTAINABLE FROM
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
Hongkong, 17th May, 1912. [48-22]

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended: Hupah, Hunan and Tientsin.

The Nera, with the French Mail, left Saigon on Friday, the 17th inst., at 6 a.m., and
may be expected here to-day.

FOR	PER	DATE
Japan via Yokohama	Pitavalok	Monday, 20th, 11.00 A.M.
Swatow	Zucoric	Monday, 20th, 1.00 P.M.
Philippine Islands	Sui Tai	Monday, 20th, 1.15 P.M.
Macao	Signal	Monday, 20th, 2.00 P.M.
Swatow	Flintshire	Monday, 20th, 3.00 P.M.
Straits and Ceylon	Kiakiang	Monday, 20th, 3.00 P.M.
Tientsin and Newchwang	Nera	Monday, 20th, 4.00 P.M.
SHANGHAI, NORTH CHINA, and JAPAN via KORE		
Chinwangto	Onsang	Tuesday, 21st, 10.00 A.M.
Shanghai, North China, Japan via Moji Victoria, B.C., and United States via Seattle	Inaba Maru	Tuesday, 21st, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	Hatchang	Tuesday, 21st, 10.00 A.M.
KREILING, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA AND SOUTH AMERICA via SAN FRANCISCO	Mongolia	Tuesday, 21st, 10.00 A.M.
(EUROPE VIA SIBERIA)		

SAIGON, STRAITS, Ceylon, ADELAIDE,
WESTERN AUSTRALIA, INDIA, ADEN,
EGYPT AND EUROPE via BERKELEY
Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail

Late Letters 11.00 to Noon Extra
Postage 10 cents

Macao	Sui Tai	Tuesday, 21st, 1.15 P.M.
Straits and India via Calcutta	Kutang	Tuesday, 21st, 2.00 P.M.
Philippine Islands	Rubi	Tuesday, 21st, 3.00 P.M.
Swatow	Tamang	Tuesday, 21st, 3.00 P.M.
Straits and Ceylon	Mayasaki Maru	Tuesday, 21st, 5.00 P.M.
Hokow, Hsichong and Pakhoi	Sigan	Wednesday, 22nd, 8.00 A.M.
Swatow	Haiman	Wednesday, 22nd, 10.00 A.M.
Tientsin	Cheongshing	Thursday, 23rd, 11.00 A.M.
Shanghai and North China	Chinhuu	Thursday, 23rd, 11.00 A.M.
Swatow, Amoy, Formosa and Foochow	Haitan	Friday, 24th, 10.00 A.M.
Timor, Australia, Tasmania and New Zealand	Eastern	Saturday, 25th, 10.00 A.M.
Japan via Kobe	Laisang	Saturday, 25th, 10.00 A.M.
STRAITS, BURMAH, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE via BERKELEY (Late Letters 11.00 to Noon Extra Postage 10 cents)		
Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail		
The Parcel mail will be closed on Friday, 24th inst., at 5 P.M.		
Philippine Islands	Loongasap	Saturday, 25th, 1.00 P.M.
Shanghai and North China	Choyang	Saturday, 25th, 5.00 P.M.
Swatow and North China	Anhui	Saturday, 25th, 5.00 P.M.
Weihsaiwei and Tientsin	Kweichow	Sunday, 26th, 3.00 P.M.
Swatow, Amoy, Formosa and Foochow	Haiyang	Tuesday, 28th, 10.00 A.M.
Straits and Burmah	Pazika	Tuesday, 28th, 4.00 P.M.

COMMERCIAL

CLOSING QUOTATIONS.

May 18th

ON LONDON:—	
Telegraphic Transfer	2-1
Bank Bills, on demand	2-1
Bank Bills, at 30 days' sight	2-1
Bank Bills, at 4 months' sight	2-1
Credits, at 4 months' sight	2-1
Documentary Bills 4 months' sight	2-1
ON PARIS:—	
Bank Bills, on demand	254
Credits, at 4 months' sight	259
ON GERMANY:—	
On demand	206
ON NEW YORK:—	
Bank Bills, on demand	49
Credits, at 60 days' sight	50
ON BORNEO:—	
Telegraphic Transfer	150
Bank, on demand	150
ON CALCUTTA:—	
Telegraphic Transfer	150
Bank, on demand	150
ON SHANGHAI:—	
Bank, at sight	72½
Private, 30 days' sight	73½
ON YOKOHAMA:—On demand	59
ON MANILA:—On demand	59
ON SINGAPORE:—On demand	86
ON BATAVIA:—On demand	12½
ON HONGKONG:—On demand	12½
ON RAIGOK:—On demand	11
ON BANGKOK:—On demand	74
SOVEREIGNS, Bank's Buying Rate	19.90
GOLD LEAF, 100 fine, per tael	81.70
BANK SILVER, per oz.	28

SUBSIDIARY COINS.

Chinese	20 cents piece	18.70 discount
Chinese	10	18.20
Hongkong	20	16.70
Hongkong	10	16.20

MAILS VIA SIBERIA

London	May 1st
Shanghai	May 18th

SHARE LIST—QUOTATIONS.

HONGKONG, MAY 18TH, 1912

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$832, sales
China Borneo Company, Limited	60,000	\$12	all	\$108, sal. & buy.
China Light and Power Company, Limited	50,000	\$5	all	\$2, sales
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$94, sellers
COTTON MILLS—				
Two Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22, buyers
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$56, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49, sales
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 87
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$41, buyers
Green Island Cement Co., Limited	60,000	\$10	all	\$110, sales
Hongkong Electric Co., Limited	12,000	\$50 1/2	all	\$70, sales
Hongkong Hotel Company, Limited	8,000	\$50 1/2	all	\$70, sales
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$212, sales
Hongkong Ice Company, Limited	50,000	\$25	all	\$18 1/2, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18 1/2, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7, buyers
INSURANCE—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$220, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$10 1/2
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$450, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 140
Union Insurance Society, Limited	12,400	\$250	\$50	\$815
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$195, Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$106, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53, buyers
Messageries Maritimes	25,000	Gds. 10	all	Tls. 63
Mining—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	\$6 1/2, buyers
Trench Mines, Limited	160,000	\$1	all	\$7 1/2, sales
Heawood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	4 1/2, sales
Ramb Australian Gold Mining Co., Ltd.	200,000	\$41	all	\$43, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$120
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
RAFFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sales
Lipson Sugar Refining Co., Limited	7,000	\$100	all	\$34
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$104
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.S. Co., Ltd.	30,000	\$15	all	\$27, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$25	all	\$65, L'don
Shell Transport & Trading Co., Limited	2,500,000	\$21	all	\$117 1/2
Star Ferry Company, Limited	10,000	\$10	all	\$32, buyers
South China Morning Post, Limited	10,000	\$10	all	\$20, buyers
Steam Laundry Company, Limited	20,000	\$5	all	\$5, buyers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	c	\$25
Wm. Powell, Limited	15,000	\$7	all	\$6 1/2, buyers
Watkins, Limited	10,000	\$10	all	\$3, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5
Wellsman, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	13,300	\$50	all	\$12, sellers
Societe des Pulpes et Papeteries de la Tonkin	15,000	\$10	all	\$10
Hongkong Steel Foundry Co., Ltd.	9,900 ordy.	\$10	all	\$30
United Asbestos Oriental Agency, Limited	100 fdms	\$10	all	\$71, buyers
Union Waterboat Co., Limited	50,000	\$10	all	\$71, buyers

PAID RUBBER IN LONDON	Amount	Value	Interest	Quotation
Chinese Imperial 1886	Tls. 767.20	Tls. 250	7 1/2 p. annum	Per
				VERNON & SYMTH, Share Brokers

TO-DAY

4 P.M.—Second Annual General Meeting of
The Cathay Trust, Ltd., Shanghai.
4 P.M.—Special Meeting of Hongkong General
Chamber of Commerce, in the Chamber
Room.

TO-NIGHT

9 P.M.—The Great Raymond at the New
Royal.

FORTHCOMING EVENTS.

Saturday, 25th May—Fourteenth Ordinary Annual
Meeting of The "Star" Ferry Co., Ltd.,
at the Office of Messrs. Dodwell & Co., Ltd.,
12.30 P.M.
Tuesday, 28th May—Ninth Ordinary Yearly
Meeting of The China-Borneo Co., Ltd.,
12.30 P.M.

OPIMUM

Quotations are:	May 10th
Malwa No. 1	\$3,250/3,275 per picul
Malwa Old	\$3,230/3,300
Malwa Older	\$3,325/3,340
Malwa V. Old	\$3,350/3,360
Perma fine quality	\$1,600
Perma extra fine	\$2,800
Perma New	\$3,675 per chest
Perma Old	\$3,575
Banars New	\$3,575
Banars Old	\$3,500

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1911.
REVISED BY THE MEMBERS.
PRICE \$5.
DAILY PRESS OFFICE,
Hongkong, 6th March, 1912.



TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL
WARRANT awarded our Company
for Milk."



MILKMAID

CONDENSED MILK
STERILIZED NATURAL
MILK.

EVAPORATED CREAM.

ON SALE AT ALL STORES.

P. B. BURGOYNES & CO., LTD.

WINE GROWERS TO THE ROYAL HOUSEHOLDS.
SPECIALLY SELECTED AUSTRALIAN WINES.

CLARET	Reserve	Per Case	Quarts	
				\$18.00
			Pints	\$19.00
	No. 1		Quarts	\$17.00
			Pints	\$18.00
BURGUNDY	Reserve		Quarts	\$18.00
			Pints	\$19.00
			Quarts	\$18.00
HOCK			Pints	\$19.00
			Quarts	\$18.00
CHABLIS			Pints	\$19.00
			Quarts	\$18.00
SHERRY	No. 1		Quarts	\$17.00

For Local Consumption, Duty Extra. Sample given to bona-fide Customers.

SOLE AGENTS—

GANDE, PRICE & CO., LTD.

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Telephone No. 185.

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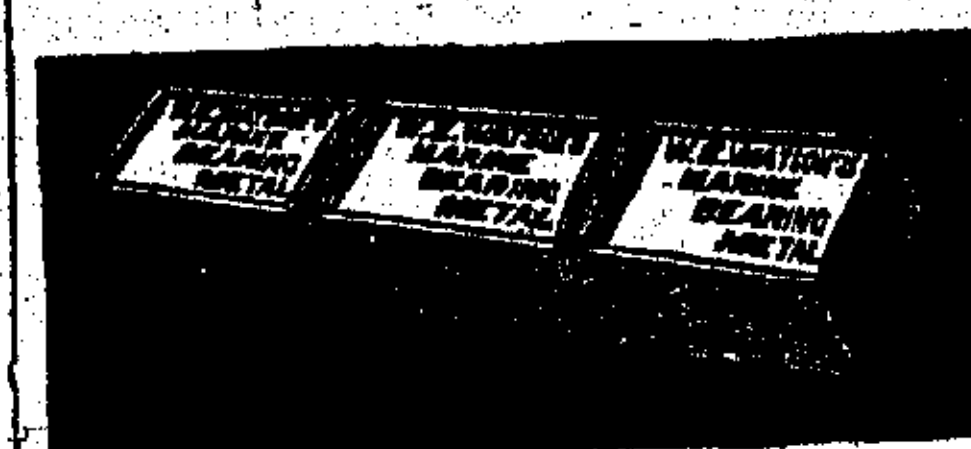
"MARINE BEARING"

FOR LINING BEARINGS

AND

FRICTIONAL PARTS OF MACHINERY.

Is the best in the Market.



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Large and Old Established Manufacturers of

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